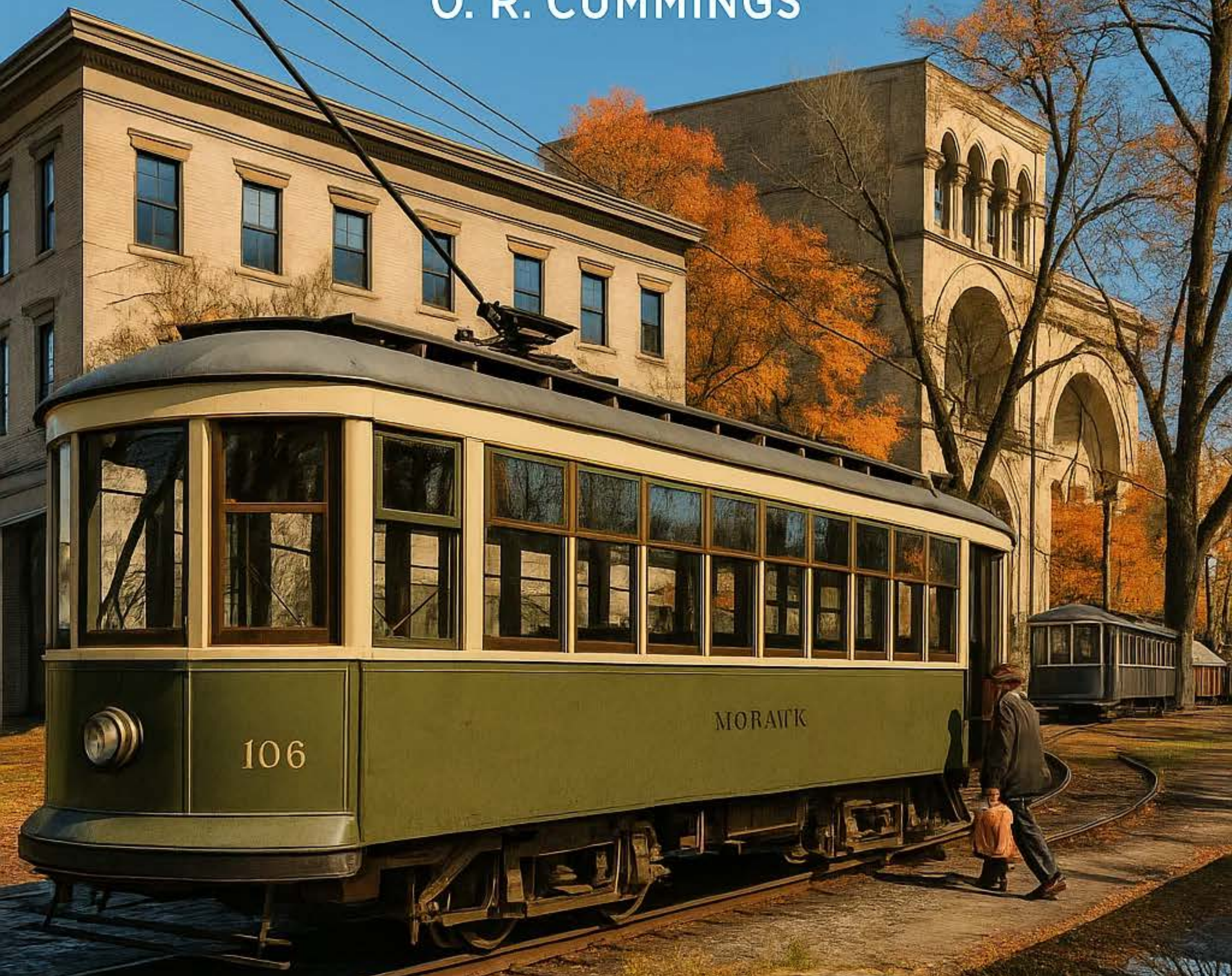


GREENFIELD & MONTAGUE TRANSPORTATION AREA

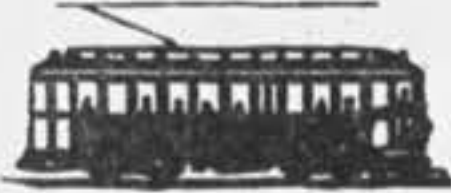
A MUNICIPAL TRANSIT OPERATION

TRANSPORTATION BULLETIN

O. R. CUMMINGS



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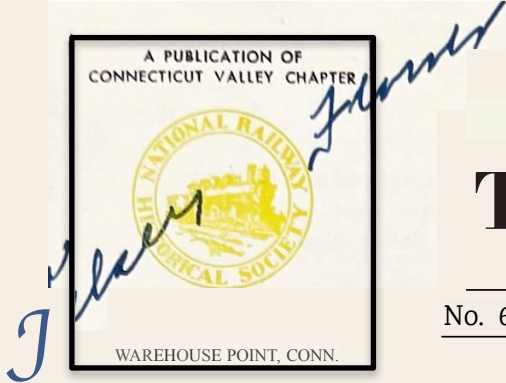
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Greenfield & Montague Transportation Area



#60





Transportation Bulletin

No. 60.

October-November-December 1959. Price 50 Cents.

A Municipal Transit Operation

Greenfield & Montague Transportation Area

THIS is the story of the efforts of towns in the northern Connecticut Valley area of Western Massachusetts to retain their local transit service when the street railway that had been operating in the two communities was forced to abandon because of financial insolvency.

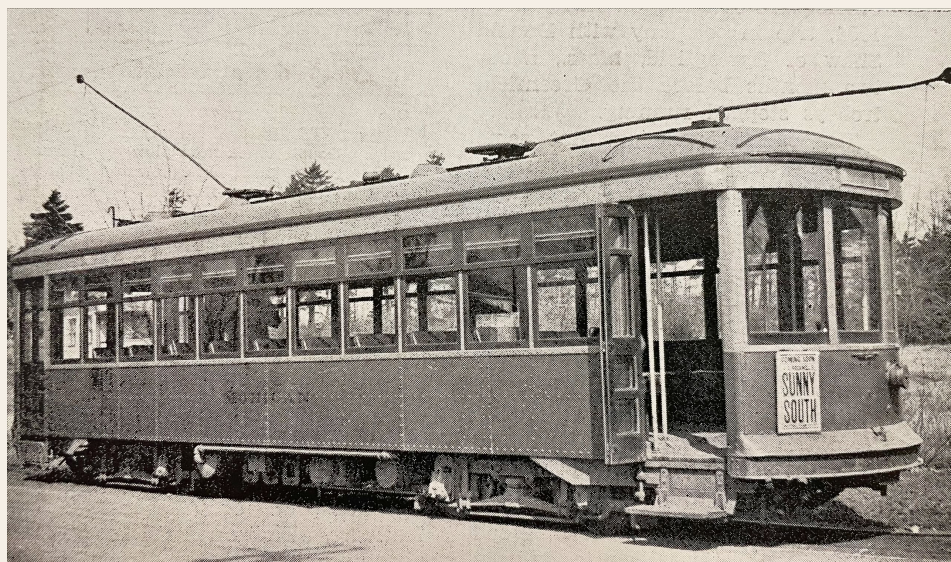
The Greenfield & Montague Transportation Area was organized in 1924 to take over the former Connecticut Valley Street Railway route connecting those two municipalities and continues to operate to the present day, although now providing bus instead of trolley service.

The bulk of the material for this bulletin was derived from articles in the Greenfield Courier-Gazette, the Electric Railway Journal, and AERA magazine, formerly published by the American Electric Railway Association, now the American Transit Association.

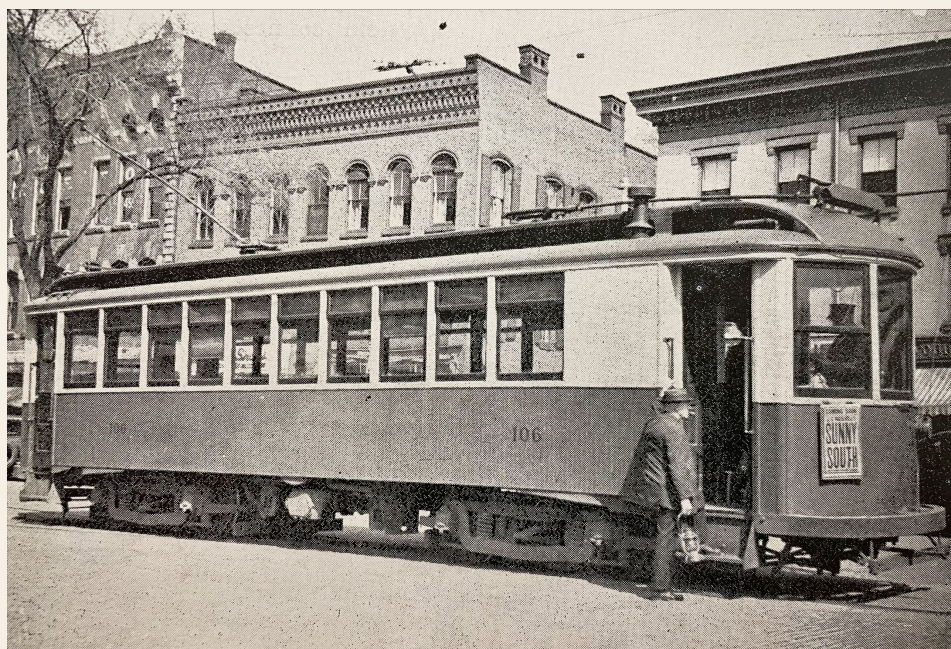
Personal assistance was given the author by Donald E. Shaw, Springfield, Mass., and by Frederick A. Persons, superintendent-manager of the Greenfield & Montague Transportation Area from its inception. Mr. Persons provided many necessary details about operations and equipment and without his willing help and cooperation, the preparation of this history would have been impossible.

To Mr. Persons, therefore, this bulletin is respectfully and gratefully dedicated.

O. R. CUMMINGS
105 Theresa Court
Manchester, New Hampshire.



"MOHICAN" at end of Federal Street line, Greenfield, April 18, 1934.



NO. 106 on Main Street at Court Square, Greenfield, signed "Federal St."

Also in This Issue . . .

1959 Listing of Electric Railway
Systems of North America

Transportation Bulletin

Published at approximately monthly intervals by Publication Committee, Connecticut National Railway Historical at Warehouse Point, Conn.

Roger Borrup, Editor.

Printed at the Wadsworth Press, Warehouse Point, Conn.

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No. 60 October-November-December 1959

ALL pictures in this issue unless otherwise credited were taken by the editor and represent results of some of his first trolley picture-taking efforts.

Photos taken in the rain were made on Dec. 4, 1933, while the others were obtained on an April 18, 1934, trip in company with Donald Shaw of Springfield, Mass., about two months before the Greenfield trolleys stopped running.

The editor is happy that some practical use can herein be made of the photos, whereby several hundred interested people may view them rather than just a dozen or so who may happen to have obtained prints in years past.

WE ARE SORRY to say that at this time original photographic prints are not available of pictures in this issue, nor in past issues, either from the editor, the publishers, or individuals supplying the prints.

THE MAP of the Greenfield area was drawn by William E. Wood of the Connecticut Electric Railway museum and it also details the interesting railroad lines—some of which have gone the way of the trolley tracks.

Historical Background

THE Connecticut Valley Street Railway came into being in May 1905 by change of name from the Northampton & Amherst Street Railway, which on April 1st of that year had absorbed the Greenfield & Turners Falls and the Greenfield,

Greenfield & Montague Transportation Area Passenger Cars from Connecticut Valley Street Railway

Car Number	Type	Builder	Year Built	Trucks	Motors
26	20-ft. closed	Wason	—	Taylor	2-GE67
30	20-ft. closed	Wason	—	Taylor	2-GE67
104	30-ft. closed	Wason	1911	Brill 27MCB1	4-WH101B
106	30-ft. closed	Wason	1911	Brill 27MCB1	4-WH101B
108	30-ft. closed	Wason	1911	Brill 27MCB1	4-WH101B
110	30-ft. closed	Wason	1911	Brill 27MCB1	4-WH101B
112	30-ft. closed	Wason	1911	Brill 27MCB1	4-WH101B
120	30-ft. closed	Wason	1912	Brill 27MCB1	4-WH101B

NEW CARS

Car Number	Name	Type	Builder	Year Built	Trucks	Motors	Control
103	Mohawk	30-ft. closed	Wason	1927	Brill 177E1	WH510E	K-75
105	Mohican	30-ft. closed	Wason	1927	Brill 177E1	WH510E	K-75
107	Picomegan	30-ft. closed	Wason	1929	Brill 177E1	WH510E	K-75
109	Pocumtuck	30-ft. closed	Wason	1929	Brill 177E1	WH510E	K-75

Service Cars and Snow Plows from Connecticut Valley

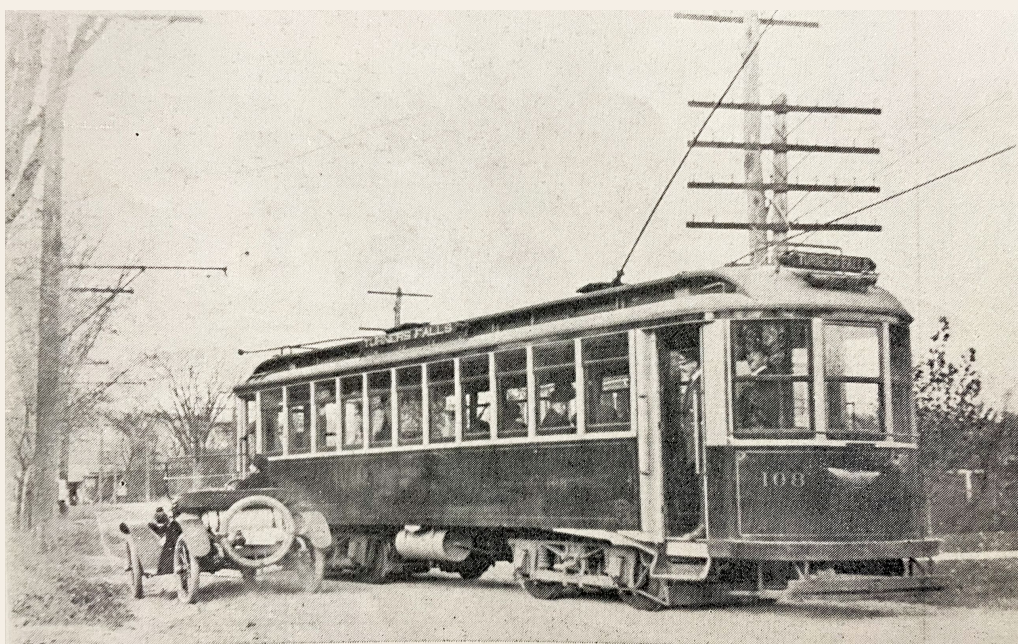
Car Number	Type	Builder	Year Built	Trucks	Motors	Control
100	Double truck nose plow	Wason	—	Wason	4-WH38B	K-6
—	Single truck nose plow	Taunton	—	Taunton	2-WH101B2	K-10
—	Double truck flat	—	—	Wason 18	4-WH38B	K-6
—	Single truck flat trailer	—	—	Taylor	—	—
—	Single truck line car	Wason	—	Taylor	2-WH12A	K-10
—	Box sand car	—	—	Peckham	—	K-2

Deerfield & Northampton Street Railways to form a 44-mile unified system connecting the towns of Montague, Greenfield, Deerfield, Whately, Hatfield, Hadley and Amherst with the city of Northampton. The road had a total of 47.201 track miles at its height and

owned 39 passenger cars and 12 work and miscellaneous cars and snow plows.

Control of the Connecticut Valley Street Railway was vested in the Massachusetts Consolidated Railways, a voluntary organization formed in 1911 as the Massachusetts Northern Railways, which also controlled the Northern Massachusetts and the Concord, Maynard & Hudson Street Railways.

WASON-BUILT NO. 108 was still fairly new when this photo was taken on the Greenfield - Turners Falls line shortly before World War I. The early model auto at left was a bar hinger of hard times to come for the Connecticut Valley Street Railway. Photo loaned through the courtesy of F. A. Persons.





LANDMARKS THAT WENT OUT in the 1936 flood were the trolley bridge and the old covered one between the towns of Greenfield and Montague. Covered bridge, built in 1868, carried the original railroad tracks across the Connecticut River to Montague City and Turners Falls on top deck. View here was taken from Montague City side on April 18, 1934, with car No. 106 heading for Greenfield.

The Connecticut Valley was never too profitable a line due to the sparsely settled area through which much of the system operated. The rising costs of operation during World War I and increasing private automobile competition in the years immediately afterward forced the company into receivership in 1921.

In spite of the efforts of Daniel P. Abercrombie, receiver, the situation deteriorated from bad to worse and in November 1923 the courts ordered the sale of the assets and properties of the Connecticut Valley Street Railway and directed the receiver to suspend service on all routes no later than March 31, 1924.

On the appointed date, operations ended on that portion of the main line between North Hatfield and Greenfield. The tracks from Northampton to North Hatfield and from Northampton to Amherst were sold to the Northampton Street Railway and subsequently the line from Greenfield to Turners Falls (in the

town of Montague) was turned over to the newly-formed Greenfield & Montague Transportation Area.

The Transportation Area Act

DURING 1920, the Massachusetts legislature, recognizing the poor financial condition of many of the commonwealth's street railway systems, passed the so-called Transportation Area act which, in effect, stated that one or more cities and towns might establish transportation areas for freight and passenger operation of street railways existing in their territory.

According to the Electric Railway Journal:

A city, by vote of the council, subject to charter provisions, or a town, by vote of its selectmen, may make preliminary agreements with one or more railway companies for lease or purchase and operation of the properties. Such preliminary

agreements are made binding upon the company following due hearing by the Department of Public Utilities, but subject to final acceptance by the voters. The department is responsible for the appraisal value of the property, which shall be "upon the basis of the actual value at the time of appraisal, and not on the cost of replacement." Within 60 days after due advertisement of such a preliminary agreement and appraisal, the voters shall be asked to decide if the agreement for public operation shall be accepted. If approved by a majority of the voters, the mayors, city councils and selectmen may proceed to the final agreement, subject to a few reservations made by the Department of Public Utilities.

Other sections of the statute dealt with the appointment of trustees to manage and control the railway property, the assessment of losses, the distribution of surpluses, the issuance of bonds, the establishment of fares and the payment of taxes.

Greenfield & Montague Transportation Area

THE COURT ORDER which meant abandonment of the Connecticut Valley Street Railway on March 31, 1924, brought consternation to the residents of the towns of Greenfield and Montague—suddenly faced with loss of the trolley service which they had enjoyed since June 22, 1895, when the Greenfield & Turners Falls Street Railway began operation. This service had been an important factor in development of the two communities in the subsequent three decades and its threatened extinction was viewed with dread.

A few influential men of the two towns attempted to secure private capital to continue in operation what appeared to be a transportation service vital to the welfare of the communities, but they were unsuccessful.

Through a movement sponsored by the Board of Trade and the Chamber of Commerce, the whole situation was studied thoroughly and action was initiated that culminated in use of municipal credit of Greenfield and Montague in the formation of a Transportation Area. Necessary preliminary agreements were reached with the receiver of the Connecticut Valley Street Railway and following the mandate of a general election on May 24, 1924, the towns of Greenfield and Montague paid Receiver Abercrombie \$62,000 for 8.7 miles of track with cars and repair facilities.

It is interesting to note that the purchase of the street railway line was favored by a 5-to-1 margin, or a vote of 1,619 to 345. Greenfield residents voted 1,017-259 in favor while the Montague result showed a 602-84 margin.

In addition to providing the purchase price for the property, the two towns voted another \$38,000 for working capital and rehabilitation. The total of \$100,000 was raised by issuance of 10-year serial bonds, \$70,000 by Greenfield and about \$30,000 by Montague.

Selectmen immediately appointed four leading residents, two from each town, as trustees. They included George W. Cary, director and superintendent of the Goodell Manufacturing Company; James B. Kennedy, a plumber and chairman of the Greenfield selectmen; Stuart Winch of Montague, mechanical superintendent at the Esleeck Manufacturing Company, and Charles F. Mosher, production superintendent of the Turners Falls Power & Electric company. Cary was elected as chairman, Winch vice-chairman, Kennedy as treasurer and Mosher as secretary.

As superintendent-manager, the trustees in July 1924 appointed Frederick A. Persons, a man of many years' experience in the street railway industry. Other officials included Mary J. Reen, cashier-bookkeeper and Frank L. Lape, master mechanic.

Operation of the Greenfield Montague Transportation Area officially began on August 1, 1924.

The Property

WHAT DID the towns of Greenfield and Montague get for their \$62,000?

First of all, they received title to 8.52 miles of single track plus four passing sidings, laid with 48, 60 and 90 pound rail. They received a 650-foot, 4-span steel bridge over the Connecticut River connecting the two towns; an 8-track brick and wood carhouse with a capacity of 12 cars; six double truck and two single truck closed passenger cars, four work cars and two snow plows, and certain shop machinery, a variety of tools and office furniture and equipment.

Rehabilitation

ACCORDING to the Electric Railway Journal of December 29, 1928, the property taken over was not far from the status of junk. No maintenance work had been done on the track for years. Joints were battered, ends of rails were broken off, ties were in bad shape, ditches had been filled in and grass and weeds covered the right-of-way outside the main business streets.

Extensive rehabilitation was a Within a two-year period, with the aid of a second-hand welding outfit, hundreds of dished joints were welded and ground. More than 9,000 ties were replaced. The bridge over the Connecticut River was completely repaired and painted and its timber deck and rails were replaced. Much of the special work was also replaced as were rails which were in such bad condition that they were beyond repair.

In addition, the overhead line was repaired and a new roof was put on the carhouse.

The rehabilitation carried out during the fall of 1924 and in 1925 was charged in part to the capital account and part to maintenance of way. Further improvements, all charged to maintenance of way, were made during 1926 and 1927. By the end of the latter year, about \$30,000 had been spent on



CARBARN at Cheapside on April 18, 1934, showing left to right, the "Picomegan," the "Mohawk," No. 26 sand car, and No. 106 enroute to Turners Falls. Scene taken in 1959 would show the same out lines, but with tracks and one tree gone and buses parked in place of trolleys.

rehabilitation, over and above the ordinary maintenance charges.

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Rolling Stock

AS NOTED previously, passenger equipment the GMTA acquired included six double truck and two single truck closed cars, all formerly owned by the Connecticut Valley Street Railway.

Five of the six double truck cars (Nos. 104, 106, 108, 110 and 112) had been built by the Wason Manufacturing Company in 1911 and had 30-foot bodies with steam coach roofs. The sixth car (No. 120) had been built by Wason in 1912 and had a plain arch roof. All six rode on Brill 27MCB1 trucks, were fitted with four WH101B2 motors and K-28B controllers and they were equipped for one-man operation. The cars were heated with Peter Smith hot water heaters. All had a seating capacity of 41 passengers. Cars Nos. 104, 106 and 108 had longitudinal seats and Nos. 110, 112 and 120 had both walkover and longitudinal seats.

The two single truck cars (Nos. 26 and 30) were also built by Wason and had 20-foot bodies with steam coach roofs. Both seated 28 and were fitted with walkover seats. Their equipment included Taylor trucks, two GE67 motors and K-10 control. Car No. 30 was equipped for one-man operation, with doors and steps manually operated.

All eight cars were in reasonably good condition when acquired and rehabilitation consisted mainly of repainting them in traction yellow. Cars Nos. 106 and 110 were re-fitted with cross seats of the automotive cushion type with Spanish grain

leather upholstery, and according to Superintendent Persons, No. 108 was re-equipped with cross seats.

Snow plows taken over included No. 100, a double truck Wason nose plow, and a Taunton single truck nose plow. Service equipment included a double truck motor flat, a single truck line car and a single truck flat trailer, the latter being fitted with a frame for holding reels of trolley wire. An old sand car also was acquired. It is interesting to note \$2,250, was paid for each of the double truck closed cars while the two snow plows cost a total of \$2,250. The motor flat car cost \$950 and \$450 was paid for the sand car. The line car was purchased for \$50 while a \$10 bill bought the flat trailer. The sand car was discarded about 1927, being replaced by No. 26, from which the seats were removed. No. 30 was withdrawn from regular service and is believed to have been scrapped at that time.

Operations

THE MAIN LINE of the GMTA from Greenfield to Turners Falls village in Montague began at Court Square in Greenfield and extended out Deerfield Street to Cheapside, where the carhouse and shops were located. Continuing alongside the highway through East Greenfield, the tracks crossed the Connecticut River and ran along Montague City Road to Montague City.

Continuing along Montague City Road, the tracks entered Turners Falls via Avenue A, the line ending in front of Odd Fellows Hall on Avenue A near the corner of Second Street.

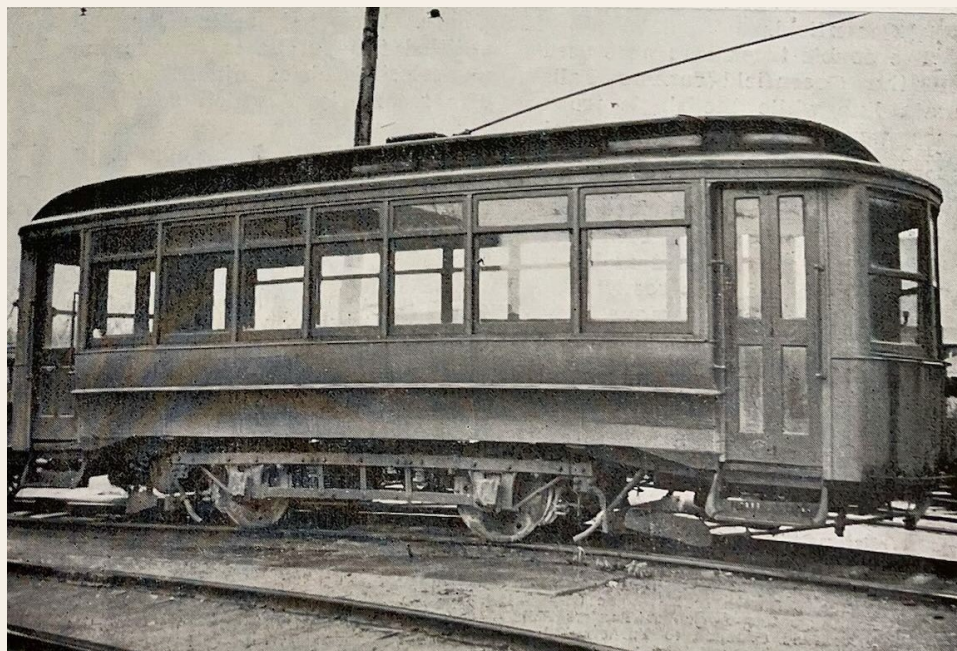
Originally, this line continued on from Turners Falls to Millers Falls and Lake Pleasant but this trackage was abandoned in 1923 by the receiver for the Connecticut Valley Street Railway.

In Greenfield, one line extended From Court Square up Clay Hill, and through Federal and Silver Streets, via Four Corners, to the Boston & Maine Railroad grade crossing near Chapman Street, while a second line ran from Federal Street via West Main Street to Conway Street and north on Conway Street (now known as North Parish), on the opposite side of the B&M crossing. It was intended for many years to join these two lines.

At the time the GMTA took over, both buses and trolleys were being operated between Greenfield and Turners Falls, giving a combined headway of 30 minutes. Under the half-hour headway adopted in 1924, four cars were required to fill the line, a fifth being added in the late afternoon rush hour. The regular meeting point for cars between Greenfield and Turners Falls was the Montague City turnout, although certain trips in the early morning, noon hour and late afternoon met the opposing car at Sheldon's switch in East Greenfield.

The double truck cars were used on the Greenfield-Turners Falls main line while the single truck cars were used on the Federal Street and Conway Street routes in Greenfield.

Private company telephones were located at Montague City, Sheldon's switch, the carhouse and at Main Street, Greenfield.



SAND CAR converted from former No. 26 passenger car inherited from original traction company in Greenfield. Photo taken at the Cheapside carbarn.

The sections of the line between Montague City and Sheldon's switch and between the carhouse and Main Street, were protected by block signals.

Fares

THE GMTA retained the 10-cent minimum cash fare formerly charged by the Connecticut Valley Street Railway, but reduced the through rate between Greenfield and Turners Falls from 20 to 15 cents. Tokens were sold at the rate of 12 for 50 cents, with a minimum of two tokens being collected for the 10-cent cash fare — or two tokens — permitted a passenger to ride between Montague City and any point in Greenfield — a trip which actually covered three zones. There were five zones in all — as follows:

Eastbound

1. Silver Street or Nash's Mills to Greenfield common
2. Greenfield Common to Connecticut River (Town Line)
3. Connecticut River to Montague City Post Office

Westbound

1. Turners Falls to Montague City P. O.
2. Montague City P. O. to East Greenfield
3. East Greenfield to Greenfield Common
4. Greenfield common to Silver Street or Nash's Mills

The fifth zone extended between Nash's Mills and Silver Street, via Conway Street, West Main Street and Federal Street.

By December 1, 1925, the physical improvement of the property had reached the point where the management felt that ride-selling ideas could be applied. Extensive news paper advertising accompanied the introduction of two types of weekly passes. The first, selling for \$1, entitled the purchaser to ride in any selected pair of -adjacent zones. The second type, which sold for \$1.50, was good in all five zones. On May 1, 1927, a Sunday-holiday pass was introduced at a 25-cent rate.

And how did the residents of Greenfield and Montague support the GMTA? The answer can be found in the following quotation of December 29, 1928:

Every move that the Transportation Area has made ... indicates there is a demand for service, regardless of the large use of the private automobile. This was shown in the growth of revenue and riding during 1926 in comparison with 1925, when passenger revenue advanced 10 per cent, and the increase in the number of riders was about 26 per cent.

For the first 10 months of 1927, a further improvement was noticed. Then came the great flood of November 1927, which cost something like \$2,500 in receipts and extra expense in restoring the condition of the property. Nevertheless, with a drop of \$1,270 in revenue, total operating expenses were lowered by \$4,592. This saving made it possible to apply \$5,000 to reserves as against \$1,600 in 1927 and \$1,450 in 1926.

As occurred on many other New England properties, the first quarter of 1928 fell behind because of an unusually mild winter. Another loss was suffered from a change in the movement of Boston & Maine train crews. These crews formerly were good cash customers on the runs between East Deerfield yards and Greenfield but since April 1, most of the train crews run through between Boston and Troy and Mechanicville, New York.

Despite these difficulties, the management is facing these difficulties with confidence.

Not a small part of the success of the GMTA was due to the friendly and conscientious operators who, in 1927, included Arthur W. Flynn, Dennis McAuliffe, Michael Killeen, George Kiefer, Milo C. Fullford, William D. Horrigan, Herbert B. Clark, Joseph Barnish and Lester Gagnon. These operators, incidentally, wore cap badges engraved with their names instead of just a number —

Superintendent Persons believed in adding a "personal touch" to the operation.

New Cars

PURCHASE of new lightweight equipment to replace the old box cars was envisaged shortly after the GMTA came into being, but it was not until May 1926 that any definite steps toward the acquisition of new equipment were taken. Specifications were prepared in that month for two lightweight arch roof semi-steel cars with deep-cushioned leather upholstered seats and they were ordered in December from the Wason Manufacturing Company. Delivery took place the following May.

The new cars were 39 ft. 1½ in. in overall length and were fitted for one or two man operation. They had a seating capacity of 44 and were equipped with Brill 177E1 low level trucks with 27-in. wheels, four Westinghouse 510E motors and K-75 controllers. Westinghouse air brakes with DH16 compressors were used and the cars had four single leaf folding doors with folding steps.

Painted an attractive traction yellow, the cars were named as well as numbered. Car No. 103 was the "Mohawk" and No. 105 was the "Mohican."

The new cars were immediately popular with the riding public and during 1929—before the "big crash"—two identical cars, Nos. 107, the "Picomegan" and 109, the "Pocumtuck", were ordered.

Following delivery of the second two lightweights, all base service on the system was provided by the modern cars, with the old double truck box cars making only a few trips. All but No. 104, however, were retained in operating condition until motorization of the system in 1934.

Greenfield & Montague Transportation Area

DISTANCES AND RUNNING TIMES

	<u>Miles</u>	<u>Minutes</u>
Nash's Mills to Greenfield Common -----	1.56	-
Silver Street to Greenfield Common -----	2.13	-
Greenfield Common to Cheapside Carhouse -----	1.1	6
Cheapside Carhouse to Sheldon's Switch -----	1.2	5
Sheldon's Switch to Montague City Switch -----	0.8	3
Montague City Switch to Turners Falls -----	1.63	7
Greenfield Common to Turners Falls -----	4.73	21

Power

POWER for the GMTA was provided by the hydroelectric plant of the Greenfield Electric Light & Power Company and was purchased for a monthly minimum service charge of \$600 and 1.1 cents per kilowatt in addition to that covered by the minimum rate.

Decline and Motorization

THE DEPRESSION came to the GMTA in late 1929 and one of its first effects on the street railway was the reduction of service to an hourly headway.

The operation of a separate car on the Nash's Mills - Sliver Street line in Greenfield was eliminated, the service being provided by cars on the Greenfield - Turners Falls runs.

Under the operating plan used in 1932, a car arriving at Court Square from Turners Falls on the half-hour proceeded through West Main Street and up Conway Street to Nash's Mills. Returning to Main and Federal Streets on the hour, the car ran up Federal Street to the end of the line on Silver Street, returning to Court Square in time to leave for Turners Falls on the half-hour. Under this plan, three cars were required to fill the line.

Revenues declined during the early '30s, dropping from \$69,601 in 1930 to \$38,284 in 1933. On October 17th of the latter year, the trustees announced that a change to buses was being contemplated because, they asserted, the motor coaches were cheaper and more flexible.

Shortly thereafter, the GMTA sold the tracks, overhead and cars to H. E. Salzberg Company Inc. of New York City for \$9,375. Salzberg sold the four lightweights to the Cape Breton Tramways (Nova Scotia) and the double truck plow to the York Utilities Company at Sanford, Maine. The remaining cars were scrapped near the carhouse.

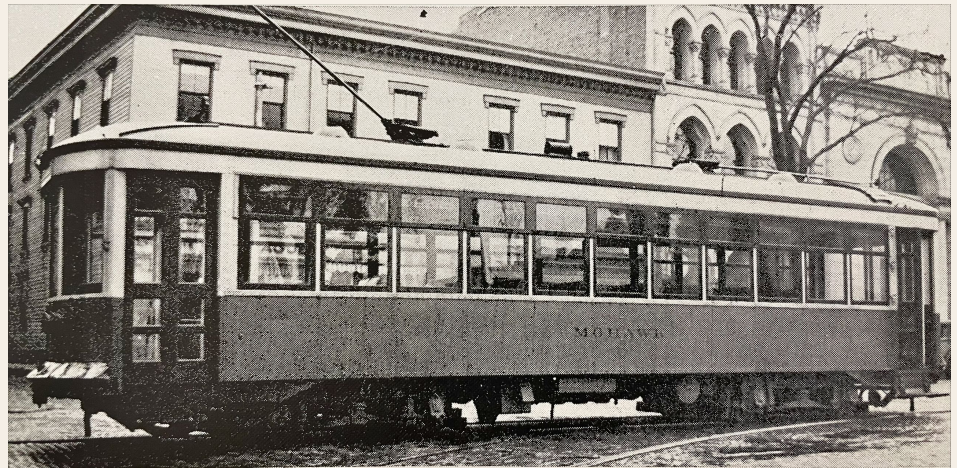
The Greenfield & Montague Transportation Area continues to operate, to this day.

The two towns were completely repaid for their original investments at the end of 1945. At the present time the Area operates 8 common carrier buses and 6 school buses over 16.5 common carrier route miles and 33.6 school bus route miles, and also is an intrastate contract carrier.

On March 1, 1957, F. A. Persons retired as active manager, but remained as assistant treasurer.

(It might be pointed out that the GMTA was one of two transportation areas in the state. The other was the Athol & Orange Transportation Area, organized to take over the portion of the former Northern Massachusetts Street Railway in those two Central Massachusetts communities).

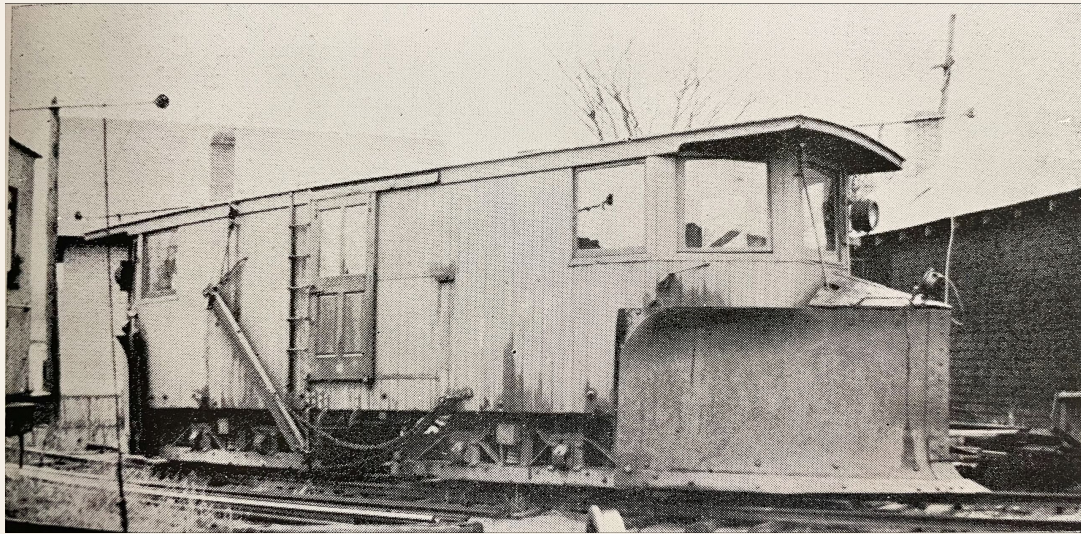
THE "MOHAWK" shown on a very wet day at Court Square, Greenfield, Mass.



BUILDER'S PHOTO of the "Pocumtuck" at the Wason Manufacturing Co. plant in Springfield, Mass.

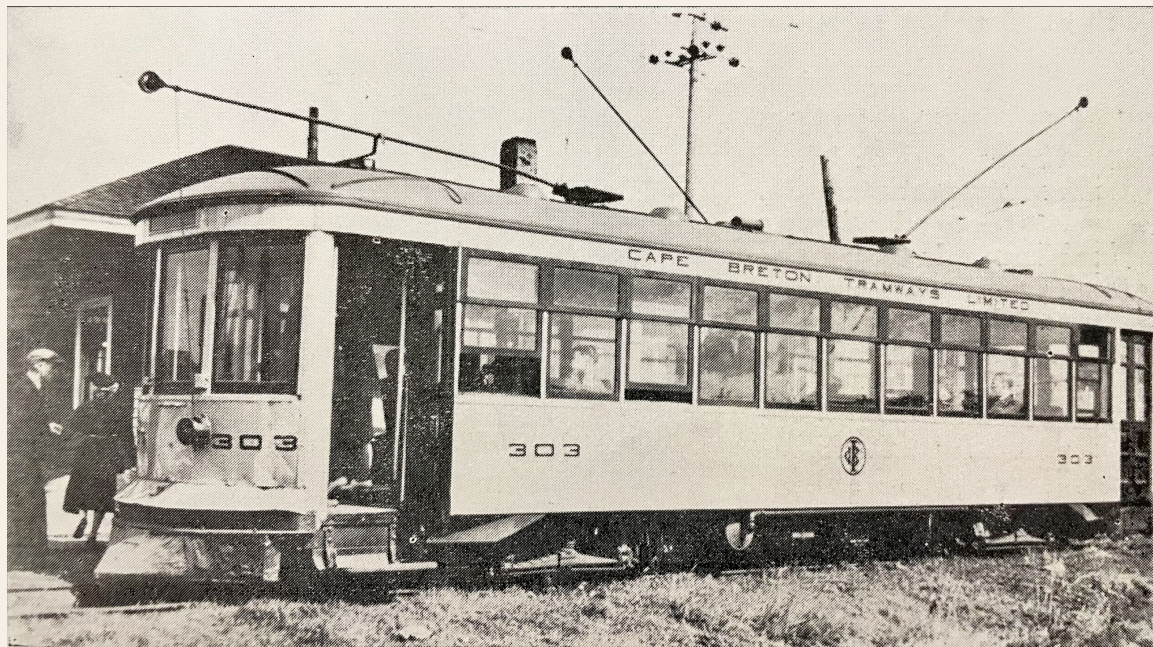


U.S. MAIL was carried by trolley car for many years between Greenfield, Montague City and Turners Falls. Shown here at Court Square, the "Pocumtuck" is ready to unload the mail bags which can be seen piled on the front seats.



WASON SNOW PLOW at the Cheapside carbarn on December 4, 1933, awaiting call for winter duty. Plow was sold in 1934 to York Utilities in Sanford, Maine, where it continued in active service until 1949.

EX-GREENFIELD light weight car on Cape Breton Tramways, Nova Scotia, where all four of the new cars from the Greenfield system rounded out their days. —Photo from collection of Stephen Maguire.



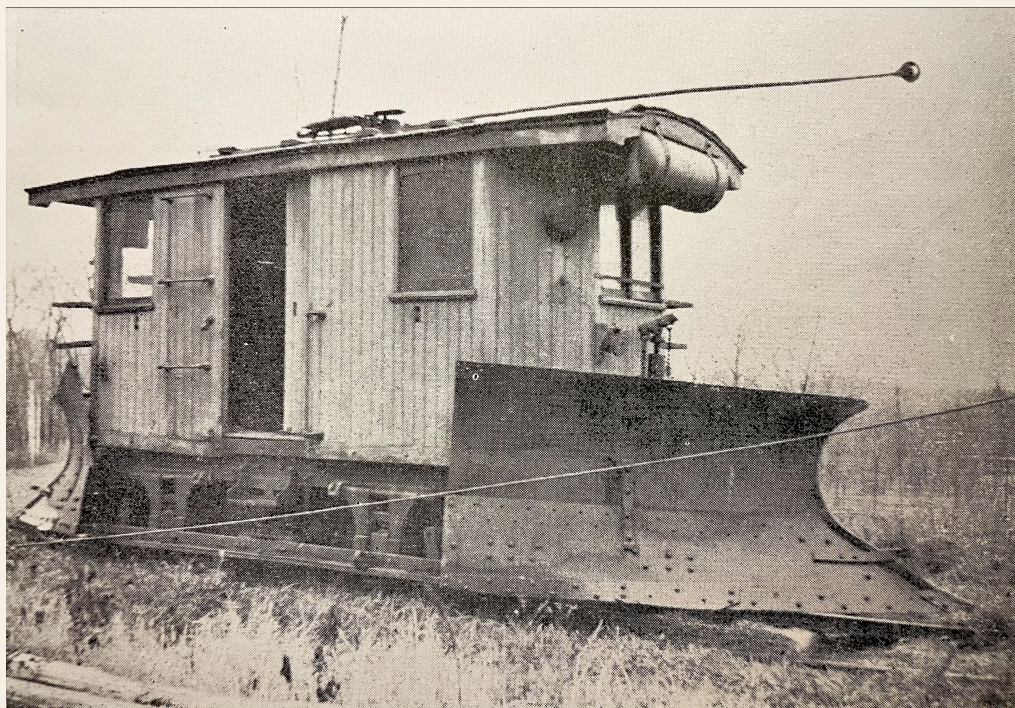


RUINED BRIDGE PIERS are those of two bridges over the Connecticut River pictured on Page 3- the aftermath of the 1936 flood which cut direct overland communication between the south end of Greenfield and Montague City.

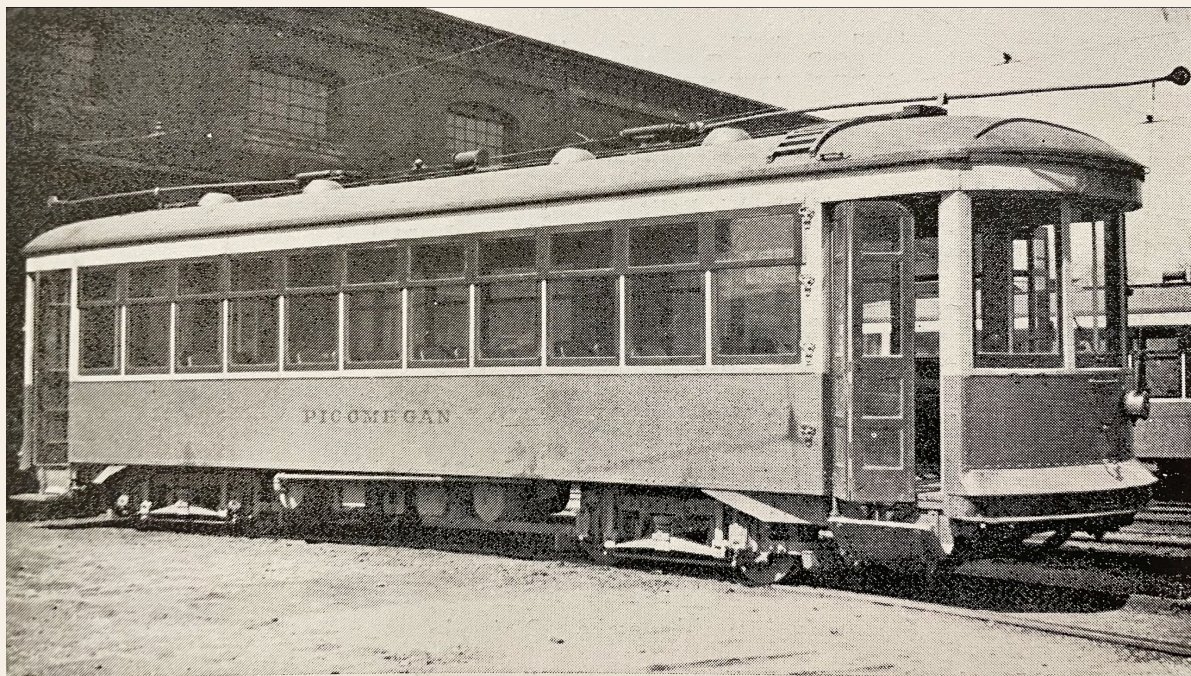


1959 SCENE from Greenfield side of Connecticut River, with modern steel and concrete road bridge that spans the river at the same location. Note power station in background in both old and new views.

4-WHEEL SNOW PLOW of the Greenfield & Montague Transportation Area. Car was operated with its original hand brakes; the air tank was for pneumatic lifting and lowering of the heavy steel plow blades.



THE "PICOMEGAN"
is shown parked in
front of the
Cheapside carbarn
in this April 18, 1934,
view.



The Electric Railways of North America

Maximum Mileage Operated in 1959

Compiled from Moody's Manuals, Electric Railroaders' Association Headlights, The Official Railway Guide and other sources of information by Raymond E. Mermet, 75 Warren Terrace, Longmeadow 6, Mass. These lists have been compiled annually since 1928. Comments and corrections are welcomed.

Freight Only Systems

Corporate Name of Railway and Location

	1959 Mileage	1958 Mileage
Chicago, Aurora & Elgin Railway Company, Wheaton, Illinois (g)	88	88
Lake Erie & Northern Railway Company, Galt, Ontario	51	51
Portland Traction Company, Portland, Oregon (1)	41	41
London & Port Stanley Railway, London, Ontario	47	47
Niagara Junction Railway Company, Niagara Falls, New York	58	58
Charles City Western Railway Company, Charles City, Iowa	27	27
Oshawa Railway Company, Oshawa, Ontario	25	25
Yakima Valley Transportation Company, Yakima, Washington	25	25
Kansas City, Kaw Valley Railroad, Incorporated, Bonner Springs, Kansas	19	19
Grand River Railway Company, Preston, Ontario	18	18
British Columbia Electric Railway Company, Limited, Vancouver, B. C. (e) (1)	16	16
Southern Iowa Railway Company, Centerville, Iowa	16	16
Tulsa-Sapulpa Union Railway Company, Tulsa, Oklahoma	14	14
Kansas & Missouri Railway & Terminal Company, Kansas City, Kansas	11	11
Sacramento Northern Railway Company, Marysville, Calif. (e)	10	97
Mason City & Clear Lake Railroad Company, Mason City, Iowa	10	10
Cornwall Street Railway, Light & Power Company, Cornwall, Ontario	8	8
City of East Troy, East Troy, Wisconsin	7	7
The Milwaukee Electric Railway & Transport Company, Lakeside, Wis.	7	7
Hutchinson & Northern Railway Company, Hutchinson, Kansas	6	6
Texas Transportation Company, San Antonio, Texas	1	1
Wisconsin Electric Power Company, Port Washington, Wisconsin	1	1
Georgia Power Company, Atlanta, Georgia	1	1
Illinois Power Company, Danville, Champaign, Bloomington, Illinois	1	1
St. Petersburg Municipal Railway, St. Petersburg, Florida (h)	0	0
Total of 25 Freight Only Operations	484	*544

Systems listed operate over street, interurban or rapid transit track, or track which at one time was in such service.

(e) Electrified mileage only (g) Abandoned during 1959 (h) Operates less than one-half mile of track (IL) Electrical operation discontinued during 1959.

*Total from 1958 List (Page A-56)

The Electric Railways of North America

Maximum Mileage Operated in 1959

Compiled from Moody's Manuals, Electric Railroaders' Association Headlights, The Official Railway Guide and other sources of Information by Raymond E. Mermet, 75 Warren Terrace, Longmeadow 6, Mass. These lists have been compiled annually since 1928. Comments and corrections are welcomed.

Passenger Carrying Systems

Corporate Name of Railway and Location	1959 Mileage	1958 Mileage
New York City Transit Authority, New York, N. Y. (a)	848	848
Pittsburgh Railways Company, Pittsburgh, Penna.	599	419
Philadelphia Transportation Company, Philadelphia, Penna.	246	260
Chicago Transit Authority, Chicago, Ill. (j)	258	297
Toronto Transit Commission, Toronto, Ontario	225	222
Chicago, North Shore & Milwaukee Railway Company, Highwood, Ill.	221	221
Metropolitan Transit Authority, Boston, Mass.	179	160
Chicago, South Shore & South Bend Railroad Company, Michigan City, Ind.	178	177
Servicio de Transportes Electricos, Mexico City, Mexico	160	166
Montreal Transportation Commission, Montreal, Quebec (g)	126	157
Los Angeles Metropolitan Transit Authority, Los Angeles, Calif.	119	152
D. C. Transit System, Incorporated, Washington, D. C.	112	142
St. Louis Public Service Company, St. Louis, Mo.	105	114
Baltimore Transit Company, Baltimore, Maryland	86	86
Niagara, St. Catherines & Toronto Railway, St. Catherines, Ontario (c)	74	74
Hershey-Cuban Railway, Central Hershey, Cuba (e)	72	72
Municipal Railway of San Francisco, San Francisco, Calif.	67	72
Philadelphia Suburban Transportation Company, Upper Darby, Penna.	61	67
Canadian National Railways, Quebec, Quebec (b) (c)	44	44
Ottawa Transportation Commission, Ottawa, Ontario (g)	52	56
Staten Island Rapid Transit Railway Co., Richmond, Staten Island, New York (e)	50	50
Cleveland Transit System, Cleveland, Ohio (j)	29	20
Johnstown Traction Company, Johnstown, Penna.	27	27
Shaker Heights Transit System, Shaker Heights, Ohio	26	26
New Orleans Public Service, Incorporated, New Orleans, La.	25	25
Co-op. de Transportes Urb y Sub., Vera Cruz, Mexico	20	20
Hudson & Manhattan Railroad Company, New York, N. Y. (j)	18	18
Sociedad Co-op. de Transportes, Tampico, Mexico	12	12
Public Service Co-ordinated Transport, Newark, New Jersey	10	10
El Paso City Lines, Incorporated, El Paso, Texas	<u>5</u>	<u>5</u>
Total of 30 Passenger Carrying Systems	5,792	*4,155

Systems listed operate over street, Interurban or rapid transit track.

(a) Rapid Transit only, except for South Brooklyn Railway Company (b) Quebec-St. Joachim Interurban line (c) Passenger operations discontinued in 1959 (e) Electrified mileage only (g) Abandoned during 1959 (j) Rapid Transit only (l) Electrical operation discontinued during 1959.

*Total from 1958 List (Page A-57)